



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

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MASSACHUSETTS SIP STEERING COMMITTEE

Meeting Summary
December 16, 2015

In Attendance:

Anne Arnold, EPA
Richard Burkhart, EPA
Don DiCristofaro, Blue Sky Environmental
Dan Fefer, Epsilon
Stephen Dodge, API
Bob Frey, MassDOT
Casey Harvell, ALA
Haidee Janak, City of Boston Environment
Tom Keefe, IOMA/Global
Shawn Konary, NRG
George Lipka, Tetra Tech
Bob Mackaver
Anne McGahan, CTPS
Robert Rio, AIM
Julie Williams, MassDOT

MassDEP Staff:
Stephen Coughlin
Glenn Keith
Christine Kirby
Sharon Weber
Mark Wert
Marc Wolman

If materials related to an agenda item were distributed or presented at the meeting it is noted below. For more information concerning the agenda item, please refer to the materials, which are available at the [SIP Steering Committee website](#).

1. EPA Update

2015 Ozone NAAQS

(Richard Burkhart, *Air Quality Planning Unit EPA Region I*)

In October 2015 EPA lowered the primary National Ambient Air Quality Standard (NAAQS) for ozone from 75 ppb to 70 ppb to further protect public health. EPA set the secondary (welfare) standard equal to the primary standard. The final rule was published on October 26, 2015 ([80 FR 65292](#)). See [EPA's ozone NAAQS website](#) for details.

EPA's final rule also lowered the cut-off levels in the Air Quality Index (AQI) that is used to communicate air quality to the public and made changes to ozone monitoring requirements, including moving the start of ozone monitoring in Massachusetts to March 1st from April 1st.

EPA plans to issue final ozone designations for states in the Fall of 2017 based on 2014-2016 monitoring data. All of Massachusetts is expected to be in attainment and 2013-2015 data show Massachusetts is below the new standard and ozone levels have been declining steadily for more than 20 years.

Connecticut and Rhode Island are not expected to meet the new standard by 2017, and are part of a regional pattern of non-attainment areas stretching from Baltimore through Philadelphia, New Jersey, and New York. See [EPA non-attainment maps](#).

The new standard triggers the requirement for states to submit transport SIPs by 2017. EPA expects to conduct modeling that will show states how they contribute to other states' ozone levels that will be available in Fall 2016.

2008 Ozone Nonattainment and Ozone Trends

(Richard Burkhart, *Air Quality Planning Unit EPA Region I*)

In 2012 EPA designated Massachusetts as “marginal” nonattainment for the 2008 ozone standard in Dukes County and “attainment/unclassifiable” for the remainder of the state (see [EPA's Region 1 ozone designations website](#) and the related [Federal Register notice](#)).

Preliminary 2013-2015 design values for ozone indicate no areas in Massachusetts are above the 2008 standard of 75 ppb. However, data continue to indicate significant non-attainment areas in neighboring Connecticut. EPA plans to bump up the New Jersey, New York, Connecticut

non-attainment areas from marginal to moderate. Nevertheless, overall long-term ozone trends in New England remain downward.

On August 27, 2015, EPA proposed a Clean Data Determination for Massachusetts and several other states ([80 FR 51992](#)). This action does not change nonattainment designations and Massachusetts must continue to maintain its air quality.

2008 Transport Proposal for Ozone

(Richard Burkhart, Air Quality Planning Unit EPA Region I)

On November 16, 2015, EPA proposed to update the Cross State Air Pollution Rule to further reduce nitrogen oxides (NOx) emissions from large emissions sources in 23 states ([80 FR 75706](#)). Massachusetts is not covered by the rule nor is any other New England state. However, all of New England will benefit from the emission reductions that will be achieved by the program.

The CSAPR update is only a partial solution to the problem of ozone transport which contributes to ozone levels in Massachusetts and other New England States. See [EPA's Cross-State Air Pollution Update Rule website](#).

See presentation at: [2015 NAAQS for Ozone](#)

2. SIP Update

2015 Ozone Season

(Stephen Coughlin, MassDEP Meteorologist)

In 2015, Massachusetts had 3 exceedance days. The highest and most widespread levels were on September 18 when 8 monitoring sites exceeded the 2008 ozone standard of 75 ppb. These exceedance days were part of regional pollution events extending from New York City through Long Island and the Connecticut and Rhode Island coasts and up to Maine.

Under the new 70 ppb standard, Massachusetts would have had 13 exceedance days in 2015, and 5 exceedance days in 2014 (Massachusetts had no exceedance days in 2014 under the 75 ppb standard).

See presentation at: [Ozone Season Update 2016](#)

Ozone Transport Commission / MANE-VU

(Christine Kirby, MassDEP Director, Division of Air and Climate Programs)

The [Ozone Transport Commission \(OTC\)](#) met twice during 2015 – agendas and materials may be found at the [OTC website meeting web page](#).

The OTC took a number of actions at in 2015.

- Charge to the Mid-Atlantic Northeast Visibility Union's (MANE-VU) Technical Support Committee for Technical Analyses in 2016
- Statement of the Ozone Transport Commission Calling on the United States Environmental Protection Agency to Achieve Additional Emission Reductions from Activities Related to Goods Movement at Ports
- Charge to the Mobile Source Committee to Pursue Potential Strategies for Regional Attainment of Ozone National Ambient Air Quality Standards
- Statement of the OTC on the Completion of Work on the AIM Coatings Model Rule
- Statement Requesting EPA to Update the National AIM Rule

OTC Executive Director David Foerter also provided [testimony on EPA's CSAPR update rule](#) because ozone transport is very important to improving air quality in the entire mid-Atlantic/Northeast OTC region.

The Mid-Atlantic/Northeast Visibility Union (MANE-VU) is focusing on analytical work for the 2018 regional haze SIPs. These SIPs will cover the planning period from 2018 to 2028. More information can be found at the [MANE-VU web site](#).

NAAQS SIP requirements

(Mark Wert, MassDEP Chief, Air Planning Branch)

MassDEP anticipates holding hearings on the following documents in 2016 and submitting the final versions as SIP revisions.

- Ozone Transport SIP (2008 Ozone NAAQS)
- SO₂ Transport SIP (2010 1-hour NAAQS)
- PM_{2.5} Infrastructure SIP (2012 Annual NAAQS)
- 2011 Emissions Inventory
- RACT SIP for the 2008 and 2015 ozone standards
- 10 year Maintenance Plan for carbon monoxide (CO) for all areas previously redesignated to attainment for CO

See presentation at: [SIP Update for SIP Steering Dec 2015](#)

3. GHG / Energy Update

GHG Inventory

(Sharon Weber, MassDEP Deputy Director, Division of Air and Climate Programs)

The Massachusetts Global Warming Solutions Act (GWSA) required MassDEP to inventory GHG emissions in 1990 and project GHG emissions for 2020. The 2020 projections are for “business as usual” based on 2009 conditions. Since the first inventory/projections in 2009, significant new data have become available, including revisions to the Global Warming Potentials (GWPs) of GHGs, improvements to data methodologies, and corrections to underlying data sources. Therefore MassDEP revised the inventory/projections in 2015 and published the results for public comment (comment period ended December 23, 2015).

Emissions since 1990 have dropped substantially from the electricity sector, resulting in emissions beginning to approach the 25% reduction requirement established by the Secretary of the Executive Office of Energy and Environmental Affairs under the GWSA. There also have been substantial reductions in emissions from natural gas system leakages. These are due in part to improved measurement methods and in part to the steady replacement of older gas lines.

Landfill gas estimates have been revised downward based on better models. Releases of industrial refrigerants with high GHG warming potential have increased because next-generation refrigerants are now being counted in the inventory, whereas older refrigerants were not counted.

Together, these changes have meant that the transportation sector has become a substantially larger portion of total GHG emissions.

See [GHG Emissions Baseline & Projection Update web page](#).

See presentation at: [MA GHG Emissions](#)

3-Year Energy Efficiency Plans

(Sharon Weber, MassDEP Deputy Director, Division of Air and Climate Programs)

The Program Administrators (PAs) of Massachusetts utilities implement energy efficiency programs under three-year plans developed in collaboration with the Massachusetts Energy Efficiency Advisory Council ([EEAC](#)) and approved by the Massachusetts Department of Public Utilities (DPU). MassDEP is a member of the EEAC, which works to ensure that strong energy efficiency plans are developed and implemented by the PAs. The plan for the next three year period (from 2016 to 2018) was filed with DPU on October 30.

The plan includes projections for total energy costs (electricity and gas), lifetime savings from the efficiency programs, total costs of the energy efficiency programs, cost per unit of energy saved, and total benefits.

The plan includes a 2.93% 3-year savings goal for electricity – the highest in the country. Total benefits from electricity savings are estimated to be more than \$6 billion, which is more than three times the estimated costs. The benefits do not include non-energy efficiency benefits such as reduced water use. The costs do not reflect costs to the rate payer that are not covered by the program (the costs are only about 2/3 of the total dollars spent (e.g., the retail price for a discounted light bulb is not included).

See [EEAC Plans & Updates web page](#).

See presentation at: [2016-2018-Three-Year-Plan-Update-10-26-15-Final excerpt](#)

Electric Vehicle (EV) Initiative

(Christine Kirby, MassDEP Director, Division of Air and Climate Programs)

Massachusetts is part of a [Multi-state Zero Emission Vehicle \(ZEV\) Task Force](#) that has set a goal of 3.3 million ZEVs by 2025 – 300,000 in Massachusetts. Today there are about 6,000 ZEVs registered in Massachusetts.

The signatory states are working together to promote readiness for the deployment of electric vehicles (EVs) and the establishment of a robust network of charging infrastructure. See [ZEV Action Plan](#) for details.

Massachusetts also has joined the [International Zero-Emission Vehicle Alliance](#), which includes California, Connecticut, Vermont, and other states/provinces/countries.

MassDEP revised the Massachusetts ZEV regulations ([310 CMR 7.40](#)), by adopting California's 2013 Minor Modifications to the Zero Emission Vehicle (ZEV) regulations and California's 2014 Amendments to the California ZEV Program. These revisions provide additional flexibility to automobile manufacturers, allowing them to pool ZEV credits across state lines within and between two regional pools. See the [Technical Support Document](#) for details.

Massachusetts has a formal ZEV Commission with broad representation. Priorities for the Commission include infrastructure development, outreach, and incentives. See [ZEV Commission](#) web page for details.

Massachusetts has two incentive programs to support EVs.

1. Incentives are available under MassDEP's Massachusetts Electric Vehicle Incentive Program – [MassEVIP](#). Grants are available to fleets for vehicle purchases and charging stations and to employers for workplace charging.
2. The Department of Energy Resources offers consumer rebates for plug-in vehicles under the "Massachusetts Offers Rebates for Electric Vehicles" ([MOR-EV](#)) program.

The [Mass Drive Clean campaign](#) is the first statewide test drive program to help educate consumers about the benefits of ZEVs. Initial results show that 81% of drivers who test drove an EV reported that their overall opinion of an EV is better than before the test drive.

4. Regulation Update

(Glenn Keith, MassDEP Deputy Director, Division of Air and Climate Programs)

All state agencies have been reviewing their regulations under [Executive Order 562](#) and MassDEP is currently working on a number of potential air regulation revisions. These revisions will be discussed in detail at the Air Permitting Forum that follows the SIP Steering Committee meeting. Preliminary drafts of these revisions have been posted at the [Air Permitting Forum web page](#). Please see the [Air Permitting Forum web page](#) for further details and future announcements regarding these revisions.

5. Next Meeting

MassDEP will post a notice on the SIP Steering Committee website and send out meeting notices when the next meeting is scheduled. See the [MassDEP SIP Steering Committee website](#).